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Working Party on Pollution and Energy

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Item 3(a) of the provisional agenda
Light vehicles: Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M_1 and N_1 vehicles), 101 (CO_2 emissions/fuel consumption) and 103 (Replacement pollution control devices)

Proposal for a new Supplement to the 06 and 07 series of amendments to UN Regulation No. 83 (Emissions of M_1 and N_1 vehicles)

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers*

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to clarify the basis of the petrol tank capacity restriction for mono fuel gas vehicles. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21 and Add.1, Cluster 3), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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I. Proposals

A. A new Supplement to the 06 series of amendments

Paragraph 2.22.1., amend to read:

"2.22.1. "*Mono-fuel gas vehicle*" means a vehicle that is designed primarily for permanent running on LPG or NG/biomethane or hydrogen, but may also have a petrol system for emergency purposes or starting only, where the **nominal capacity of the** petrol tank does not ~~contain more than~~ **exceed** 15 litres ~~of petrol~~."

B. A new Supplement to the 07 series of amendments

Paragraph 2.22.1., amend to read:

"2.22.1. "*Mono-fuel gas vehicle*" means a vehicle that is designed primarily for permanent running on LPG or NG/biomethane or hydrogen, but may also have a petrol system for emergency purposes or starting only, where the **nominal** capacity of the petrol tank does not exceed 15 litres."

II. Justification

1. The definition of "mono-fuel gas vehicle" was slightly amended between the 06 and the 07 series of amendments to UN Regulation No. 83. This improvement in wording however still allows some differing interpretations.

2. The 06 and 07 series of amendments to UN Regulation No. 83 should be aligned in this respect to allow development of vehicles which meet both requirements.

3. Although the reference to a 15 liters tank has always been understood to refer to the nominal capacity of the tank, the use of the term "nominal capacity" in UN GTR No. 19 in several places other than the definition of "mono-fuel gas vehicle" can lead to other interpretations of the definition. The word "nominal" should therefore be inserted into the definition in both series of amendments.